

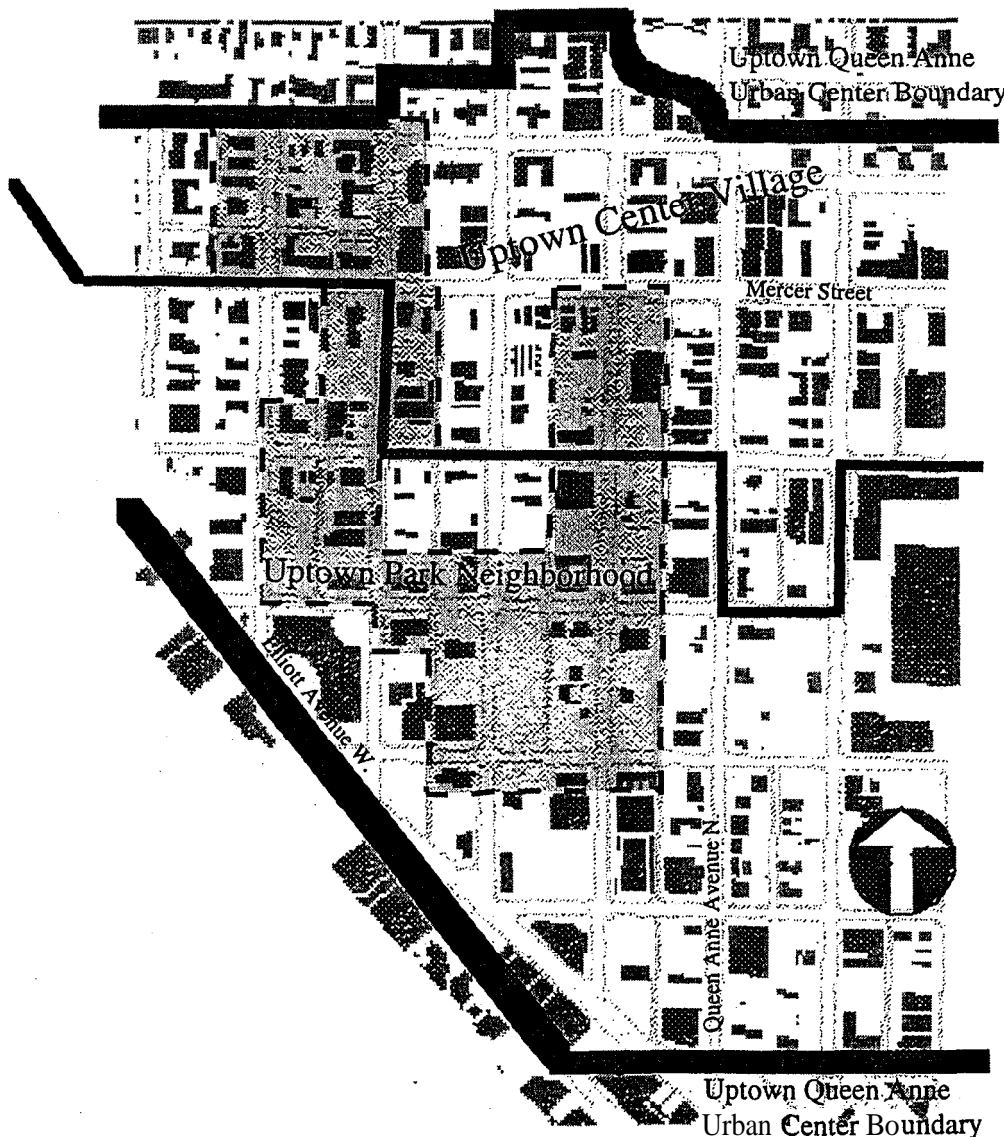
4.0 QUEEN ANNE SPECIFIC PLANS

The Queen Anne plan is organized through a series of "Specific Plans" which integrate individual "Planning Recommendations" (Section 5.0) which the QANPC believes are essential for the implementation of the Specific Plans. These targeted plans or key integrated strategies combine individual planning recommendations to create unique, integrated projects. The Specific Plans address the larger aspirations of the Queen Anne community and target specific geographic, social, character, and mobility objectives.

Seven Specific Plans are presented in the *Queen Anne Plan*. These include "Uptown Park Neighborhood," "Uptown Center," "Counterbalance," "Queen Anne Bicycle Beltway," "Elliott Bay Access," "Crown of Queen Anne," and "Good Neighbor Seattle Center." While many of the features and effects of these Specific Plans overlap, each addresses a specific objective.

The essential Planning Recommendations upon which each of the Specific Plans is constructed is referenced in the plan's description. Some Specific Plans include multi-topic recommendations (e.g., recommendations in character, housing, transportation, and land use, etc.); other plans may stress only one topic (e.g., transportation recommendations). Specific Plans may also include recommendations with a range of anticipated implementation schedules. Some essential

recommendations may be implemented immediately while others may be implemented over the mid-term or the long-term.



THE "UPTOWN" CONCEPT

The Uptown appellation is applied to several important urban areas in Queen Anne, including the Urban Center, itself. "Uptown Queen Anne," "Uptown Park Neighborhood," and "Uptown Center" are all place names for various parts of the Urban Center. Each of these areas will be briefly described. The *Queen Anne Plan* redesignates



the “Seattle Center Urban Center” as the “*Uptown Queen Anne Urban Center*.” This area includes all of the area formerly designated as Urban Center in the *Seattle Comprehensive Plan*, including the Seattle Center area. “Uptown Queen Anne” is roughly bounded by Broad Street on the east, Denny Way to the south, Elliott Avenue W. to the west, and extends along an alignment one-half block north of Roy Street to the north. The Uptown Queen Anne Urban Center includes all of the area included in the *Comprehensive Plan* Urban Center and referred to in the *King County County-Wide Planning Policies*.

“*Uptown Park Neighborhood*” is a “specific plan” proposed by the *Queen Anne Plan* and a residential neighborhood unique to the Uptown Queen Anne Urban Center. This is Uptown Center’s residential core. The neighborhood is located along an alignment of “Key Landscaped Streets” within the Uptown Queen Anne Urban Center. See the “Uptown Park Neighborhood Specific Plan.”

“*Uptown Center*” is also a specific plan within the Queen Anne Plan and represents the Plan’s designated “Urban Center Village,” a mixed-use, pedestrian-oriented core within the Uptown Queen Anne Urban Center. The core of Uptown Center is the area surrounding the intersections of Queen Anne Avenue at Mercer and Roy Streets. This is the present focus of commerce and activity in the Urban Center, and this will continue under the *Queen Anne Plan*.

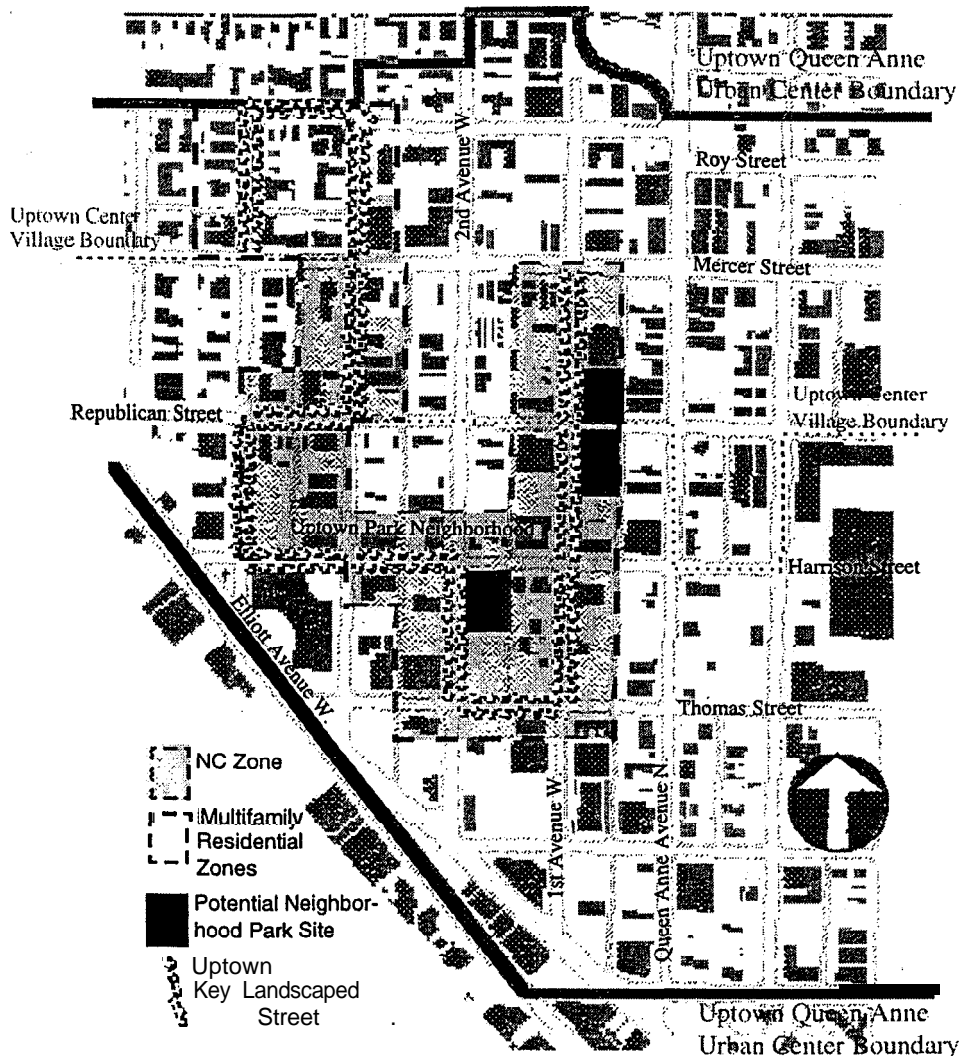
The Uptown Park Neighborhood and Uptown Center are co-located in some areas. In these locations, the Uptown Park Neighborhood concept takes precedence. See Specific Plans for details.



4.1 UPTOWN PARK NEIGHBORHOOD - UPTOWN QUEEN ANNE'S RESIDENTIAL CORE

Uptown Park is an urbane and park-like residential neighborhood which winds its way through Uptown Center west of Seattle Center. Uptown Park Neighborhood is shown in Figure 4.1 This Specific Plan concentrates multifamily residential development, extensive streetscaping, a neighborhood park, and other amenities to create a coherent and high-quality residential neighborhood in the Urban Center. This neighborhood will provide a variety of urban housing options and include both new and historic residential buildings.

Figure 4.1



Uptown Park Neighborhood is defined within the existing Urban Center zoning (NC3), but would allow the development of "Single-Purpose Residential" housing along a series of designated "Key Landscaped Streets." This green neighborhood will provide a core residential district in Uptown Queen Anne and will provide a focus and incentive for redevelopment in this area. The Specific Plan also includes a neighborhood park which will reinforce the neighborhood concept and provide a focus for urban residential development.

Uptown Park Neighborhood will be

Uptown Park Neighborhood

characterized by its park-like streetscapes which will wind through Uptown Queen Anne west of Seattle Center. The neighborhood will be predominantly multifamily residential along this route intermixed with existing office and mixed-use activities. From above Uptown Park will be a



consistent, beautiful green belt in contrast to the existing and future urban hardscape. Old and new multifamily residences will line this greenway, and these homes will be highly sought by all segments of the population.

Objective

Uptown Park Neighborhood will provide a unique high-quality residential neighborhood in the Uptown Queen Anne Urban Center which will promote appropriate redevelopment of the Urban Center and provide a safe and pleasant residential environment in the middle of the city.

Uptown Park's Essential Strategies

Single-Purpose Residential Development (QAH4 & QALU3) - Most of the Uptown Park Neighborhood is zoned Neighborhood Commercial 3 (NC3). This is a mixed-use (street-level commercial and residential above) zone with a 40- to 65-foot height limit. The existing zone allows the construction of Single-Purpose Residential buildings (all multifamily without commercial) as a "conditional use" at the discretion of the City of Seattle. The Queen Anne Plan would allow the development Single-Purpose Residential multifamily buildings outright along a series of designated Key Landscaped Streets. No change of zone is required, because the designation is permissible via Seattle's Neighborhood Planning Program. The anticipated result will be the development of multifamily residential neighborhoods along Key Landscaped Streets. Single-purpose residential neighborhoods are recognized by the Queen Anne neighborhood as being more conducive to the growing of high-quality residential neighborhoods. This strategy also recognizes that sufficient mixed-use parcels exist outside the designated Uptown Park Neighborhood to meet future retail demand.

An overlay district based on the concept shown in Figure 4.1 will delineate the district. Single-purpose development under this designation is voluntary, and property owners will have the option to develop their property as mixed-use. Surrounding areas outside this designation would continue to develop as a mixed of commercial and residential uses.

Key Landscaped Streets (QACH11 and QAT72) - Uptown Park's Key Landscaped Streets would be developed from street segments as they now exist, and there would be no loss of paved travel lanes and only small changes in parking availability. Streets in Uptown Park would function as they do now, but would include extensive streetscaping and landscaping to provide a consistent and high-quality urban forest landscape. Trees and landscaping are the essence of the Uptown Park's streets, and this is where its name is derived. Streetscaping will include such features as trees and vegetative landscaping, consistent and distinctive benches and pedestrian lighting as well as special pavement and sidewalk treatments. These streets will be places for strolling and meeting friends and provide the more intimate character of local small town streets within the city.

A set of streetscape design concepts and neighborhood design guidelines will be created as a next step. The community will identify the most appropriate means to implement the concept.

Neighborhood Park (QAP1) - The Uptown Park Neighborhood would include a neighborhood park associated with one or more of the Key Landscaped Streets. The park would create a recreational and open space amenity for Uptown Park and surrounding neighborhoods as these area develop. This neighborhood park is understood to be a local resource for the surrounding community in contrast to the regional uses of Seattle Center. The neighborhood park will be extensively landscaped and provide a safe and pleasant neighborhood resource. The park is envisioned as a passive resource with such amenities as a play area for children, picnic facilities, and benches. The neighborhood park would not be fenced and would be accessible to all residents.

The community will work with parks to identify an appropriate site and assist with planning and acquisition.



Enhancements

The following strategies are considered enhancements to the Uptown Park Neighborhood Specific Plan,

Heavy truck traffic through the Uptown Park Neighborhood as a result of increased industrial activity in BINMIC and other areas will have a detrimental effect on the urban character and environment of the neighborhood and raises 'concerns about pedestrian safety. To reduce conflicts between large trucks and the neighborhood, the City is urged to improve the Elliott Avenue-Denny Way-Broad Street corridor for large truck through-traffic as an alternative to **Mercer Place-Mercer Street** route (**QAT20**).

Parking options to encourage affordability should be considered. Two strategies include allowing off-site parking in some buildings to promote affordability and flexibility (**QAHS and QAT6**).

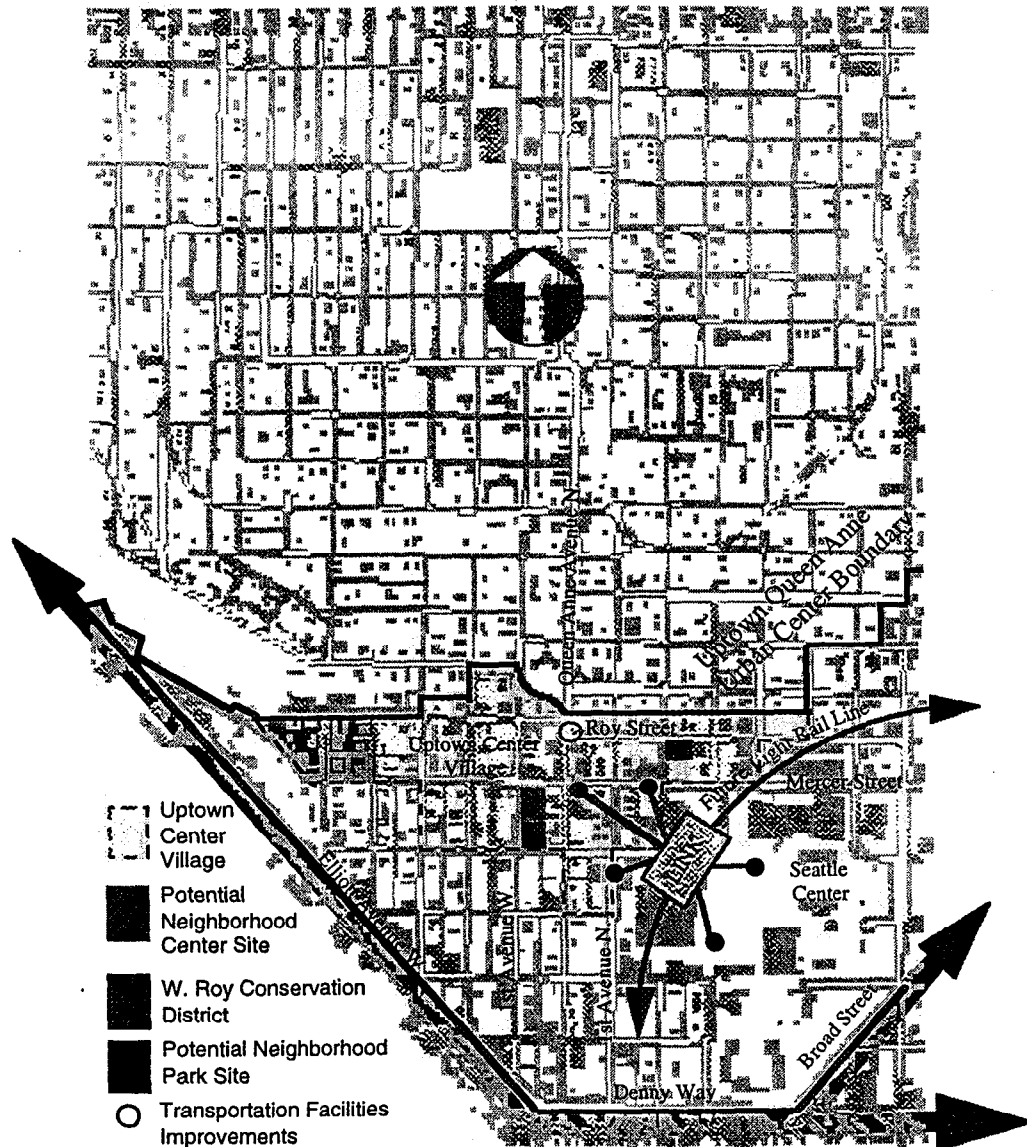
Increased public transportation opportunities within Uptown Queen Anne must be provided to reduce auto dependence and parking demand. Such strategies as the "Counterbalance" concept (**QAT1 - QAT4**), "extended" Monorail operating hours (**QAT42**), and improved local and regional Metro service to retail areas (**QAB2, QAB3, QAB4, and QAB5**) will enhance the viability of the Uptown Park Neighborhood.



4.2 UPTOWN CENTER - QUEEN ANNE'S CROSSROADS VILLAGE

Centered on the junctions of Queen Anne Avenue at Mercer and Roy Streets, Uptown Center will be the recognized crossroads of Uptown Queen Anne. Uptown Center is envisioned as a thriving and active mixed-use urban center village - the heart of Uptown Queen Anne, where everything comes together, as shown in Figure 4.2. The existing Pedestrian Overlay Zone will provide the focus for the growth of this community. Commercial activities and multifamily residences already coexist in this area, and the combination of these uses would intensify.

Figure 4.2



Uptown Queen Anne Urban Center
& Uptown Center Village



Uptown Center will be a high-quality, pedestrian-oriented, mixed-use urban center village which will serve as Queen Anne's crossroads. Uptown Center will be a destination, but it will also be home to residents and businesses, alike.

This Specific Plan seeks to make this location into a unique urban neighborhood. "Uptown Center" is not a building strategy as much as a urban neighborhood character strategy. The *Queen Anne Plan* recognizes that this area will develop on its own under its existing NC3 zoning and current development regulations. The Uptown Center Specific Plan recommends several actions which will be essential for the creation of the unique village known as Uptown Center. An official change of name for the designated Seattle Center Urban Center to the **Uptown Queen Anne Urban Center** and the recognition that "**Uptown Center**" lies at the heart of Uptown Queen Anne is fundamental. The creation of a neighborhood center or community meeting facility is also essential to bind the developing community. Uptown Center will develop its own distinctive character, based on Uptown Center-specific design guidelines. Other recommendations will enhance the unique character of this area. The establishment of a new conservation district to preserve historic and affordable apartment buildings; improvements to identified intersections to enhance crossroads traffic flow; the reduction of heavy truck traffic to reduce pedestrian conflicts and promote safety; and the establishment of a neighborhood park to be shared with the Uptown Park Neighborhood Specific Plan. Each of these recommendations will be described in more detail.

Uptown Center will be developed in conjunction with the Uptown Park Neighborhood (Figure 4.1). These Specific Plans overlap in some areas where Uptown Park's character would predominate.

O bjective .

To create a viable, pleasant, and unique mixed use urban neighborhood in the Urban Center. The Specific Plan seeks to define the essential character of Uptown Center and recommends specific strategies which will catalyze the formation of this crossroads neighborhood.

Uptown Center's Essential Strategies

Uptown Queen Anne Urban Center (QACH10) - Throughout the planning process there has been a strong **desire** on the part of stakeholders in the Urban Center to define **their** neighborhood in terms of a unique local character apart from the institutional activities of the Seattle Center complex. The name Uptown Queen Anne was unanimously chosen to replace the existing official designated title of this area - Seattle Center Urban Center. An fundamental recommendation of the *Queen Anne Plan* is a change of official name for this area to the **Uptown Queen Anne Urban Center**. This Specific Plan goes one step further and informally designates the crossroads core of the Uptown Queen Anne Urban Center as **Uptown Center**, an urban center village. These new titles provide a distinctive and dignified name which reflects the area's history, but which also maintains the long-standing connection of this area with Queen Anne to an area often referred to as Lower Queen Anne. The new name was not chosen by chance. The term Uptown has been historically applied to this area.

Uptown Queen Anne Neighborhood Center (QAH1) - A second essential strategy for the neighborhood **establishment** is the development of the Uptown Queen Anne Neighborhood Center - a center for the gathering of the community, human service delivery, communications, and community resources. The Uptown Queen Anne Neighborhood Center would be located in Uptown Center at the crossroads of Queen Anne and will serve Uptown Center, Uptown Park Neighborhood, and the rest of the Uptown Queen Anne Urban Center. The neighborhood center would include such amenities as:

- A community bulletin board;
- Center for transit, housing, and community information;
- Space for organizations to meet, store materials, and have office space;
- Space for groups such as the Queen Anne **Helpline** to provide health/human services and referrals;



- Computer/library center with computers for public use and for library catalog access and delivery and return of books;
- Space for seniors activities such as aerobics/dance and various classes;
- Fitness room with restroom and shower facilities;
- Informal games rooms;
- Co-location with City of Seattle Neighborhood Service Center for the Queen Anne/Magnolia District.

The neighborhood center could be co-located with other facilities, such as housing, public parking, or daycare, etc., to provide flexibility or possible revenue generation.

The Uptown Queen Anne Neighborhood Center will be a focal point within the Uptown Center village - the "Center of the Center."

The final identification of an appropriate site has not taken place, although two potential locations have been identified within Uptown Center. These include the existing **Safeway** grocery store parcel at W. Mercer Street at 1st Avenue W. and an existing Seattle City Light building at the corner of Roy Street at 2nd Avenue N. The **Safeway** site or a parcel close to this location is preferred because of its central location, size, and close proximity to the Uptown Park Neighborhood.

This project was one of the most popular proposals to emerge from the planning process and is considered a high priority. The community is ready to start working to identify a final site, design for the facility, and program development.

Uptown Character Improvement Plan (QACH8) - Uptown Center Village is one of the areas identified for character/design planning in the Queen Anne Plan. It is envisioned that this area will be the subject of character planning which will prescribe specific public improvements (streetscape, public property, etc.). The intent will be to create a unique and distinctive place called Uptown Center.

Uptown Center Design Guidelines (QACH9) - To create a unique, dignified, and consistent character in Uptown Center, Uptown Center-specific urban design development concepts and guidelines will be created. When implemented these will direct future mixed-use development in the Uptown Center area. It is assumed that the guidelines will be developed via a brief analysis/design study process, possibly funded by the Department of Neighborhoods.

Uptown Center - High Capacity Transit Center (QAT34) - Long-term strategy to fix Uptown Center Village on the regional high-capacity transit system, as directed by the *Countywide Planning Policies (CPPs)* and *PSRC's Vision 2020*. Uptown Center will be **Queen Anne's** Light Rail connection with one or more access locations near the intersections of Queen Anne Avenue at Mercer Street and Roy Street, Key Arena, etc. This facility will provide multimodal opportunities with the Counterbalance and other Metro service as well as the Monorail (at its present location nearby in Seattle Center) and will offer access throughout Queen Anne and Seattle Center. The eventual locating of a Sound Move transit center on either the current Link/Light Rail alignment or a second future line will be essential to growth and development of Uptown Center into a true mixed-use transit-oriented center.

Enhancements

The following strategies are considered enhancements to the Uptown Center Specific Plan,

The **West Roy Conservation District (QACH7)** is proposed for an area bounded by 3rd Avenue W. to 5th Avenue W. between W. Mercer and W. Roy Streets to preserve the unique character of the 1920s-30s brick apartment buildings in this area. The purpose of this proposal is to provide a new approach to historic preservation, one that has been discussed for years but now implemented. The goal is to develop a preservation tool that is more flexible and less costly to administer. Some of the buildings include the **Seaview, Westroy, Iris, Lola, Marianne, Charmaine, Naomi, Roycreat, La Chat-me, Chelan, and Franconia**. The major objective would be to preserve the buildings in this area and their



key characteristics. New construction would follow the existing established style. This would be a long-term strategy.

Queen Anne Avenue at Roy Street Intersection Improvements (QAT25 and QAT66) are needed to improve traffic flow and pedestrian movements and reduce conflicts between these two competing uses. The existing intersection has poor geometry and existing signal phasing pits cars against pedestrians. These actions would improve the turning radius of the intersection and create an all-way pedestrian-only "scramble" phase. These improvements would significantly aid in transit and traffic operations and provide a pedestrian-safe way to cross.

Heavy truck traffic through the Uptown Center as a result of increased industrial activity in BINMIC and other areas will have a detrimental effect on the urban character and environment of the neighborhood and raises concerns about pedestrian safety. To reduce conflicts between large trucks and the neighborhood, the City is urged to improve the Elliott Avenue-Denny Way-Broad Street corridor for large truck through-traffic as an alternative to Mercer Place-Mercer Street route (QAT20). This same recommendation is made for the Uptown Park Neighborhood.

Neighborhood Park (QAP1) - The Uptown Center would benefit from the development of a neighborhood park (Uptown Park Neighborhood essential strategy). The park would provide an amenity for Uptown Center as well as the Uptown Park Neighborhood since these areas overlap in some locations. The park would create a recreational and open space amenity for Uptown Center and other areas. This neighborhood park is understood to be a local resource for the surrounding community in contrast to the regional uses of Seattle Center. The neighborhood park will be extensively landscaped and provide a safe and pleasant neighborhood resource. The park is envisioned as a passive resource with such amenities as a play area for children, picnic facilities, and benches. The neighborhood park would not be fenced and would be accessible to all residents. See Uptown Park Neighborhood Essential Strategies for more detail.

Provide Extended Services at Future Sound Move High-Capacity Transit Station(s) (QAT36) - Provide comfort facilities, food serve concessions, and other appropriate services at the future Uptown Center **Link/Light** Rail station.

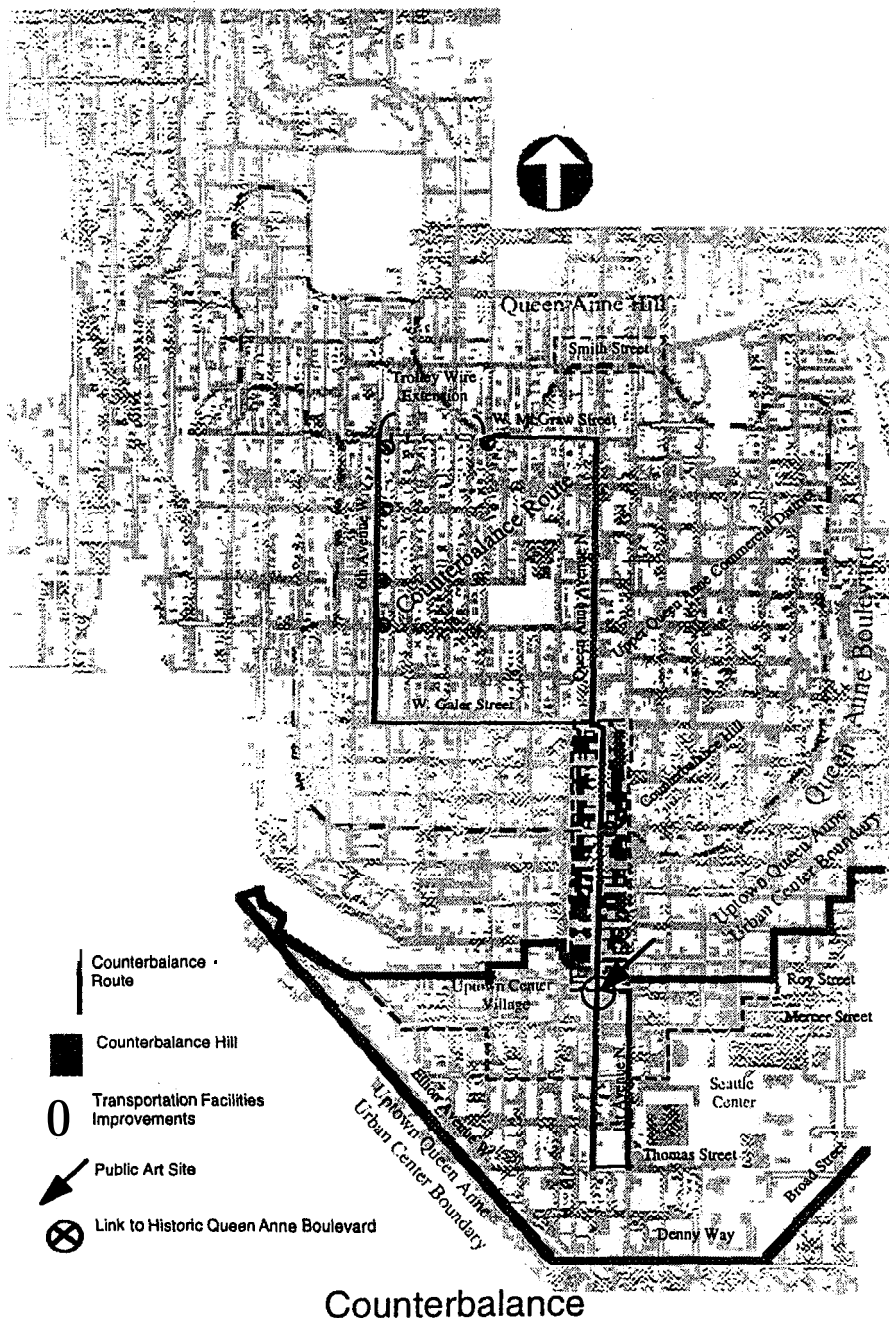
Transit Connection Between Uptown Link/Light Rail Station and Bell Street Sound Move Commuter Rail Station (QAT38) - Provide a public transportation connection between the waterfront Sound Move Commuter Rail station and the Uptown Center Light Rail station to create an efficient and seamless transportation system.



4.3 COUNTERBALANCE - THE HISTORIC LINK BETWEEN UPTOWN QUEEN ANNE AND UPPER QUEEN ANNE

The Counterbalance is the link between Uptown Queen Anne and Upper Queen Anne. The Counterbalance concept ensures a consistent, convenient, continuous, and frequent transportation option throughout Queen Anne. Originating in Uptown Center, the "Counterbalance" electric trolley bus will provide a unique means to climb Queen Anne Hill to access businesses and residences in a large area of Upper Queen Anne. The system will return to Uptown Queen Anne, proceed south and loop back to Seattle Center before returning to Uptown Center. The Counterbalance Specific Plan is shown in Figure 4.3.

Figure 4.3



The original Counterbalance trolley system was one of Queen Anne's most distinctive and innovative features. Until the 1940s, electric trolleys on rails plied up and down Queen Anne Avenue on what came to be called the "Counterbalance." The Counterbalance was an underground weight mechanism which helped propel the trolleys up the steep hill as well as breaking their descent down the same route. Trolleys would hitch on to the Counterbalance weights under Queen Anne Avenue. The counterweight reduced the effects of gravity and allowed steady progress up and down the hill. The Counterbalance mechanism and weights are still in place under the Queen Anne Avenue, although it is no longer used. The Counterbalance approach was unique and is paid homage by this Specific Plan which recalls this original historic curiosity and provides greater mobility to today's Queen Anners.

The Counterbalance Specific Plan consists of several essential strategies or actions which will bring

about significantly enhanced mobility in Queen Anne and provide a true alternative to automobile travel within the neighborhood. The idea is built around the implementation of a dedicated electric trolley bus which will circulate through both Uptown Queen Anne and Upper Queen Anne using the existing set of electric trolley wires. The trolley would operate on a figure-8 route, as shown in Figure 4.3, looping through Upper Queen Anne's retail/mixed-use district and residential areas. The trolley would return to Uptown Queen Anne and loop through Uptown Center and access Seattle Center. The Counterbalance would augment the existing electric trolley bus system, which runs on a similar alignment, bringing **headways** along Queen Anne Avenue between Uptown Center and Upper Queen Anne to within 7 minutes. The plan also calls for an extension of the existing electric trolley wire three blocks to complete the Upper Queen Anne circle route. In addition, a unique character or "look" would be established for Counterbalance vehicles.

The Counterbalance will provide convenient access to Upper Queen Anne amenities such as the Queen Anne Avenue, W. McGraw Street, and W. Galer Street retail/mixed-use districts for shopping; the historic Queen Anne Park Boulevard for recreation and scenic views (walking, jogging, and bicycling, etc.); and residential neighborhoods over a wide area of Upper Queen Anne. In Uptown Queen Anne, the Counterbalance will access the mixed-use Uptown Center, offices and businesses along Queen Anne Avenue and 1st Avenue N., Seattle Center, and will also provide a link to and from the proposed Uptown Park Neighborhood. The Counterbalance will solve a major hurdle toward establishing a truly integrated neighborhood - Queen Anne's Counterbalance Hill. This strategy has strong support, and it will go a long way toward making Queen Anne a unique and coherent community.

Achieving frequent service is the key to the Counterbalance concept, and 7-minute **headways** along Queen Anne Avenue will provide this. The goal will be achieved by adding one or more trolley buses to the Metro existing transit service which traverse the steep Counterbalance Hill and the blocks along Queen Anne Avenue N. between Roy Street and McGraw Street. With the attainment of 7-minute **headways** Queen Anners will perceive this transit service as being so frequent that knowledge of schedules will be irrelevant. This frequent service will make transit commutes an easy choice,

Objective

To provide a consistent, convenient, continuous, and frequent means for Queen Anners to access the important destinations within their community and to provide a strong transit link between Uptown Queen Anne and Upper Queen Anne. To provide a local mobility alternative to the automobile.

Counterbalance Essential Strategies

Counterbalance Concept - Circulator Bus Operations (QAT1) - Develop and implement the "Counterbalance" to provide circulator trolley bus operations in Uptown Queen Anne and Upper Queen Anne, based on the historic Counterbalance route. Add electric trolley to enhance existing Metro services between Uptown Queen Anne and Upper Queen Anne and to provide a circulating local transit system.

Counterbalance - Establish 7-minute Headways (QAT2) - Establish **7-minute headways** between the Urban Center and the Upper Queen Anne along Queen Anne Avenue N. up and down the Counterbalance Hill. With this frequency of service the Counterbalance will provide a real alternative to the automobile.

Counterbalance - Expand Electric Trolley Route (QAT3) - Expand the existing trolley route by extending electric trolley wire along W. McGraw Street from 3rd Avenue W. to 6th Avenue W. The expansion of this line will allow the Counterbalance trolley to run in a loop in Upper Queen Anne via an alignment of Queen Anne Avenue N., - W. McGraw Street - 6th Avenue W. - W. Galer Street.

Counterbalance - Vehicle Design (QAT4) - Establish a unique design for the Counterbalance vehicle(s) to communicate its identity.



Character Improvement Plan and Implementation (QACH8) - Specific to the Counterbalance Hill and route. Prepare and implement a Character Improvements Plan for the Counterbalance to identify specific improvements oriented toward preserving and enhancing the community character of Queen Anne. Most improvements will be located within public rights-of-way. May include streetscaping and/or landscaping treatments.

Enhancements

Queen Anne Community Festival (QAH2) - Work with merchants, the city, and community organizations to establish a community festival to enhance community identity and link upper Queen Anne with Uptown Queen Anne.

Intersection Improvements at Queen Anne Avenue at ROY Street (QAT25) - Improve the turn radius at the NE Comer of mtersection to make trolley bus movements easier.

Pedestrian Crossing Improvements at Queen Anne Avenue at Roy Street (QAT66) - City should evaluate **this** mtersection for potential creation of a "scramble" **crossing** where a phase in the signal(s) is provided for pedestrians only to cross in any direction.

Public Art at Queen Anne Avenue at Roy Street (QAT67) - Create a public art space on Queen Anne Avenue at or near Roy Street to provide a sense of "place" and to document the historic Counterbalance.



4.4 QUEEN ANNE BICYCLE BELTWAY - AN ALTERNATIVE TO THE WORKDAY AUTO COMMUTE

The Queen Anne "Bicycle Beltway" will provide a true alternative to the workday auto commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill. This system of facilities will enhance opportunities for commuters to leave their cars at home and safely commute to work or play by bicycle. The system also provides ample opportunity for weekend or holiday recreation. The Bicycle Beltway is shown in Figure 4.4 and specifies a set of limited improvements which will create an unparalleled bicycle network and a regional amenity.

The Beltway will function in connection with other bicycle routes (e.g., downtown, Fremont, and Ballard) to help make bicycle commuting more safe and viable for more Queen Anners and others. The goal of the Bicycle Beltway is to provide a solid alternative to the automobile for commuters accessing jobs in Queen Anne and elsewhere and to complete the local components of the regional bicycle system. Safety is a fundamental, and the Beltway provides solutions which will ensure safe travel. Queen Anne believes it is important to effectively accommodate bicycles in our roadway rights-of-way first, while also providing specialized recreational trails. Where this is not yet feasible, specialized bicycle facilities can play an important interim role by completing the regional network of bicycle routes.

The Bicycle Beltway will connect with employment sites such as Immunex and other Elliott Bay and South Lake Union biomedical research centers, industrial sites in BINMIC, along the Nickerson Street corridor and Seattle Pacific University, and the Adobe Software complex at the Fremont Bridge as well as other neighborhoods - Belltown, South Lake Union, Magnolia, Ballard, Fremont, and others. The Beltway is intended to work in conjunction with the Counterbalance to ensure access to the top of Queen Anne Hill, as well. A key element of the Beltway is a system of connections between the existing bicycle facility in Myrtle Edwards and Elliott Bay Parks and Elliott Avenue (also see the Elliott Bay Access Specific Plan for additional information on these connections).

Objective

To provide a safe and convenient bicycle alternative to the workday automobile commute for Queen Anners and residents of other nearby neighborhoods by completing the existing network of bicycle facilities to create a comprehensive system of bicycle facilities which will encircle Queen Anne Hill.

Queen Anne Bicycle Beltway Essential Strategies

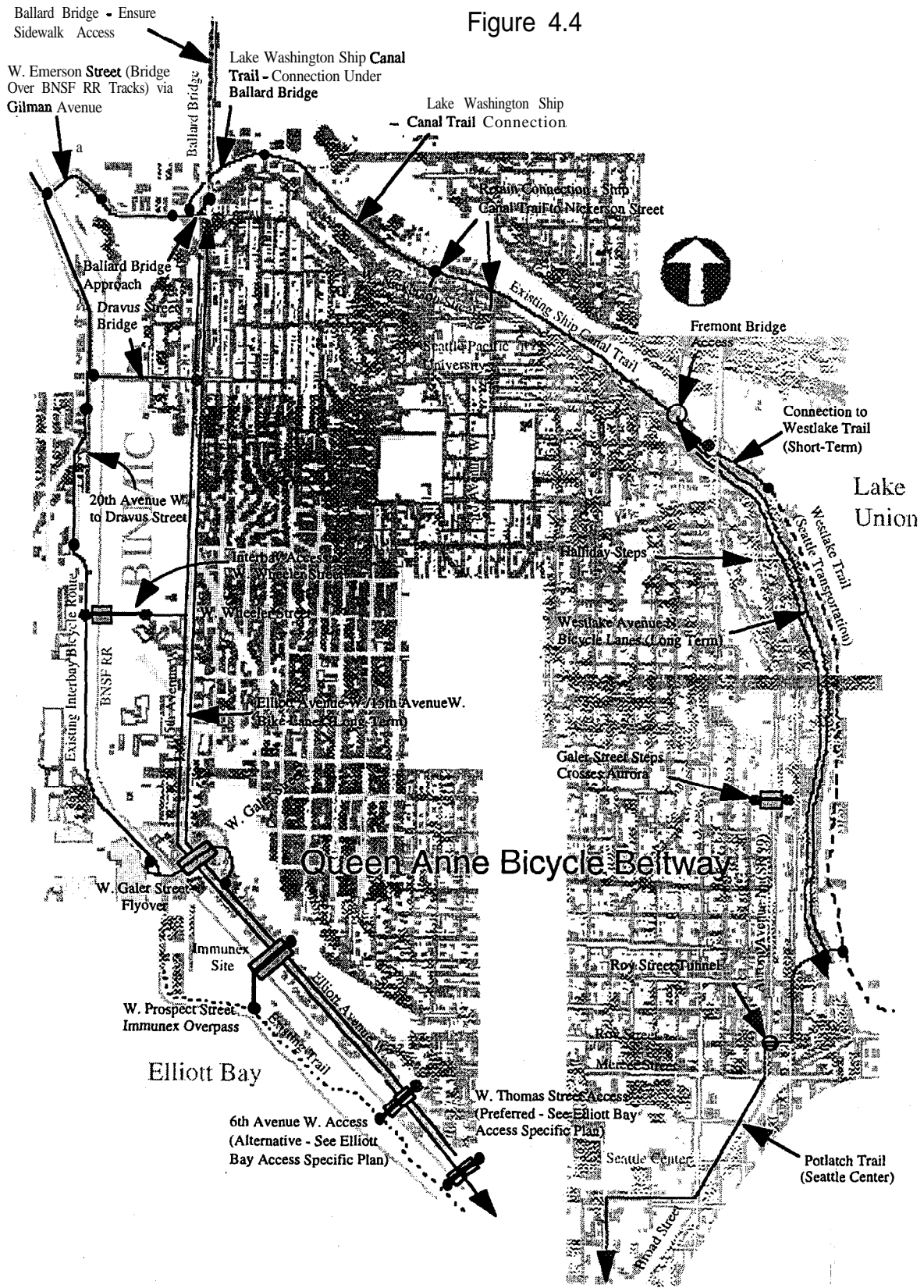
Galer Street Flyover (QAT42) - Ensure adequate bicycle facilities on this new bridge over the BNSF RR tracks at W. Galer Street as part of the Immunex project. The bridge now has pedestrian facilities but this may not be sufficient for a continuous bicycle connection.

Crossing Elliott Avenue & BNSF RR Tracks at W. Thomas Street - Preferred Location (QAT44) - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks at W. Thomas Street. This is the preferred location for a crossing to Myrtle Edwards Park and the existing bicycle facility. This will ensure that regional commuters using the existing bicycle facility on Myrtle Edwards can access Uptown Queen Anne and the Denny Way corridor - a must for workday commuting.

Crossing Elliott Avenue & BNSF RR Tracks at 6th Avenue W. - Alternative Location (QAT43) - Construct a bicycle/pedestrian bridge over Elliott Avenue W. and the BNSF RR tracks. This is an alternative location for a crossing to Myrtle Edwards Park and the existing bicycle facility (see previous).



Figure 4.4



20th Avenue W. Connection (QATSO) - Complete the bicycle lane designation on 20th Avenue W. from Thomdyke to W. Dravus Street to fill in a missing segment of the regional bicycle route around the BINMIC. The site is located within Magnolia and BINMIC, but, because there are no facilities on 15th Avenue W., this connection is essential to provide a continuous bicycle commute system around the BINMIC.

W. Emerson Street - Gilman Avenue Connection (QAT47) - extend bicycle lane/trail system to link W. Emerson Street with Gilman via the existing bridge over the BNSF RR tracks. The site is located within Magnolia and BINMIC, but, because there are no facilities on 15th Avenue W., this connection is essential to provide a continuous bicycle commute system around the BINMIC.

Ballard Bridge Approach (QAT48) - Provide an bicycle approach to the Ballard bridge to provide access on and off the bridge to use existing bridge bike/pedestrian lane. The new approach will allow regional commuters crossing the Ballard Bridge to exit the bridge at Emerson to follow the regional bicycle trail instead of using 15th Avenue W. which has no bicycle facilities and is presently unsafe.

Lake Washington Ship Canal Trail Connection Under Ballard Bridge (QAT49) - Complete this segment of the bicycle/pedestrian facility under the Ballard Bndge to connect to W. Emerson Street and regional bicycle route. This will fill in an important missing segment of the Bicycle Beltway.

Lake Washington Ship Canal Bicycle Lanes (QAT55) - Complete the connection between the existing bicycle lanes along the Ship Canal between the Ballard Bridge (see previous) and 6th Avenue W. (near Seattle Pacific University). New facility will follow alignment of Blewett Way/W. Ewing/existing RR tracks.

Fremont Bridge Access (QAT56) - Construct bicycle access to the Fremont Bridge from the Lake Washington Ship Canal Trail. The existing trail crosses under the bridge approach via a tunnel. The bridge approach will be reconstructed as part of the city-wide seismic retrofitting effort. This strategy incorporates bicycle facilities into the new bridge approaches.

Connection to Westlake Bicycle/Pedestrian Facility (QAT57) - Complete the bicycle trail system to link the existing Lake Washington Ship Canal Trail, which ends near the Aurora Bridge, to the planned Westlake Bicycle/Pedestrian trail that will run through the commercial lands along Lake Union. This connection will provide a continuous link from Westlake to the Ship Canal and beyond.

Bicycle Trail Connections at Nickerson Street and 3rd Avenue W. and 6th Avenue W. (QAT58 and QAT59) - Maintain and enhance the existing bicycle access from Nickerson Street to the Lake Washington Ship Canal Trail to ensure maximum use.

Improve Halliday Street Steps Route (QAT61) - Improve this route which connects Dexter Avenue N. with Westlake Avenue N. for bicycle travel. The route is currently blocked by a landslide.

Galer Street Steps (QAT62) - Construct the planned Galer Street Steps/Bridge project bridging Aurora Avenue from Upper Queen Anne. There are currently no crossings of Aurora Avenue along the entire length of Queen Anne Hill which presents a major impediment to bicycle travel in and out of Queen Anne's east side. This project will help correct these circumstances.

Roy Street Tunnel (QAT64) - Construct a tunnel under Aurora Avenue at Roy Street to provide bicycle and pedestrian access and to connect the Westlake Avenue corridor with Seattle Center. The existing undercrossing of Mercer Street and Broad Street are inadequate and possibly unsafe for bicyclists. This tunnel will provide a dedicated non-motorized crossing, would help mitigate the impacts of Aurora Avenue on Queen Anne, and be an important feature of the Bicycle Beltway as well as the proposed "Potlatch Trail."

Bicycle Route via the "Potlatch Trail" (QAT63 and QAT65) - Incorporate bicycle facilities in the alignment of the "Potlatch Trail" from the Westlake Avenue corridor to Elliott Avenue through



Seattle Center. Complete the Bicycle Beltway via the **Potlatch** Trail route using the Roy Street Tunnel and crossing through Seattle Center to 2nd Avenue N. to Broad Street and then to Elliott Avenue to complete the circle around Queen Anne.

These are the strategies that essential define the Queen Anne Bicycle Beltway and which will provide a continuous bicycle link.

Enhancements

The following actions will also enhance the Bicycle Beltway. Many are longer-term actions.

W. Prospect/Immunex Crossing Extended Access (QAT45) - Maximize the daily use schedule for this new facility to ensure public access for bicycle use.

Bike Lanes on Elliott Avenue W. and 15th Avenue W. (QAT46) - Long-term strategy to place bicycle lanes on these regional arterials to create bicycle commuting option. Incorporate bicycle lanes when these roadways are improved.

Bicycle Lanes on W. Dravus Street Through Interbay (QAT 51) - Complete the bicycle facilities network by designating bicycle lanes through **Interbay** via W. Dravus Street and the Dravus Street Bridge.

Maintain Existing Ballard Bridge Bicycle/Pedestrian Route (QAT52) - Because maintenance on the Ballard Bridge often uses the existing **bicycle/pedestrian** walkway for storage, this important route may be blocked. An alternative means to store maintenance equipment should be found to make certain. that this route is maintained for local and regional non-motorized travel.

Wheeler Street Crossing (QAT53) - construct a bridge crossing of the BNSF RR tracks at Wheeler Street in the BINMJC. This would enhance the network of bicycle facilities and provide an alternative crossing from the existing bicycle route to Queen Anne Hill.

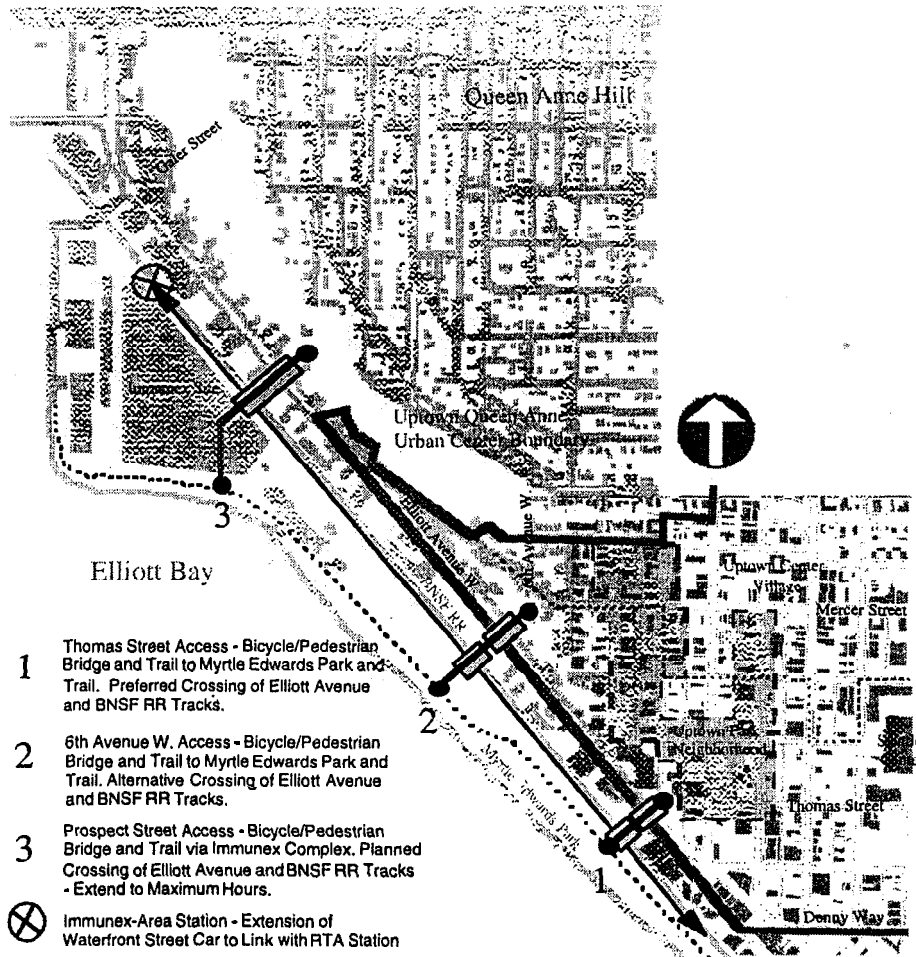
Westlake Avenue N. Bicycle Lanes (QAT60) - Long-term strategy to incorporate bicycle lanes into **Westlake** Avenue N. when it is widened to better facilitate bicycle commuting. These facilities will provide an improved level of service for bicycle commuters above the shared **Westlake** Trail bicycle/pedestrian facility.



4.5 ELLIOTT BAY ACCESS - RECLAIMING ELLIOTT BAY, QUEEN ANNE'S LOST AMENITY

The Elliott Bay Access Specific Plan focuses on realizing Queen Anne's close proximity to Elliott Bay and the existing shoreline recession amenities there which have been off-limits to Queen Anners with the construction of the railroad and development of industrial shore lands. This specific plan works in conjunction with the Queen Anne Bicycle Beltway Specific Plan. The goal of the Elliott Bay Access Specific Plan is to reclaim access to the Elliott Bay shoreline via Myrtle Edwards and Elliott Bay Parks. The Elliott Bay Access Specific Plan is shown in Figure 4.5.

Figure 4.5



Elliott Bay Access

them the most, Queen Anne. Today the Uptown Queen Anne neighborhood overlooks not only the shoreline parks which should have been a part of their community, but also the barriers which separate them - Elliott Avenue and the BNSF RR tracks.

Of importance is the close proximity of the Elliott Bay shoreline and the proposed access points to existing and future residents of the Uptown Park Neighborhood and Uptown Center. The access routes proposed will directly benefit these new urban neighborhoods and provide

Queen Anne has always enjoyed a close proximity to Elliott Bay and Puget Sound and historically defined the shoreline's edge. Throughout the 20th Century, however, the shoreline of Elliott Bay has been continually pushed westward, first to provide access for the railroad, and later to construct Elliott Avenue and develop commercial and industrial facilities such as the Port of Seattle's Grain Terminal. A continuous shoreline park system, Myrtle Edwards Park (City of Seattle) and Elliott Bay Park (Port of Seattle) was subsequently constructed along Elliott Bay to mitigate this loss of shoreline access and provides important public recreational amenities such as trails and bicycle facilities. Access to the shoreline is incomplete, however, and the value of these parks is currently diminished because they remain separated from the community which needs



recreational and open space amenities to families and employees alike. Further north, connections will serve residents of Uptown Center and Queen Anne Hill. The improvements recommended in the Elliott Bay Access Specific Plan are modest, but the rewards of implementing these strategies will be profound for Queen Anne.

Objective

To provide needed access to the Elliott Bay shoreline and shoreline parks and open space. The close proximity to shoreline facilities and the present and future need for recreation and open space amenities in the Urban Center mandate that access be provided.

Elliott Bay Access Essential Strategies

Crossing Elliott Avenue & BNSF RR Tracks at W. Thomas Street - Preferred Location (QAT44) -

Construct a **bicycle/pedestrian** bridge over Elliott Avenue W. and the BNSF RR tracks at W. Thomas Street. This is the preferred location for a crossing to Myrtle Edwards Park, the Elliott Bay shoreline, and recreation amenities. This strategy is consistent with the Queen Anne Bicycle Beltway Specific Plan and would provide regional non-motorized access. It is envisioned that this facility would accommodate local pedestrians, recreational cyclists, and regional bicycle commuters.

This crossing will originate near the proposed Uptown Park Neighborhood and would provide a close recreational/open-space amenity for the southern portion of that neighborhood as well as surrounding offices buildings, hotels, businesses. With its close proximity to Elliott Bay, the Thomas Street crossing could provide a focus for future mixed-use development.

Crossing Elliott Avenue & BNSF RR Tracks at 6th Avenue W. - Alternative Location (QAT43) -

Construct a **bicycle/pedestrian** bridge over Elliott Avenue W. and the BNSF RR tracks. This is an alternative location for a crossing to Myrtle Edwards Park and the existing bicycle facility (see previous). This site will not provide as direct a connection to the Uptown Park Neighborhood, but it is the best alternative to Thomas Street. It could also be constructed in conjunction with the CSO project in this area.

W. Prospect/Immunex Crossing Extended Access (QAT45) - This strategy is considered an enhancement to the Bicycle Beltway Specific Plan, but it is essential for Elliott Bay Access. This new bridge crossing Elliott Avenue and the BNSF RR tracks will be constructed via the phasing of the Immunex research complex and will serve the public as well as Immunex employees. Public access to this crossing should be extended to the longest hours practicable to ensure shoreline access to the Queen Anne neighborhood via Kinneer Park.

Enhancements

Waterfront Trolley Extension to W. Galer Street (QAT37) - Extend the existing waterfront streetcar line northwest from Broad Street to W. Galer Street near the Immunex research campus within the BNSF RR corridor. This will provide an efficient transit linkage from the Seattle waterfront/Washington State Ferries and the proposed Bell Street RTA station to BINMIC/Immunex and shoreline park sites. This action will encourage non-motorized use of shoreline parks and trail facilities and reduce localized traffic congestion along Elliott Avenue.



4.6 CROWN OF QUEEN ANNE - HISTORIC QUEEN ANNE BOULEVARD REVITALIZATION

The Crown of Queen Anne Specific Plan will revitalize historic Queen Anne Boulevard for the 21st Century. The Boulevard's value as an urban trail and needed recreational amenity is **well-**recognized. It is appreciated by many Queen Anners and visitors for a diverse variety of uses. The Boulevard not only provides automobile access to Upper Queen Anne neighborhoods, but it also provides a recreational and aesthetic amenity to Queen Anners and visitors alike. This historic park street is used at all hours by working adults for walking and jogging; it is a strolling path for families with small children; and it provides a place for seniors to exercise. The Boulevard offers shade in the summer, beautifully autumn color in the fall, and an open and sunny landscaped path in the winter. It circulate through all parts of Queen Anne Hill and crosses demographics. The *Queen Anne Plan* believes that a vital Queen Anne Boulevard will help Queen Anne retain its unique historic character into the 21st Century.

The *Seattle Comprehensive Plan* recognizes that cultural resources, such as Queen Anne Boulevard, will enhance a sustainable Seattle. The Cultural Resources Element and Action Plan addresses the place of such cultural resources thusly:

Because of limited opportunities for developing large parks in densely-developed urban villages, expand the use of streets...as public gathering places....Foster public life throughout the city by providing open spaces that are well-integrated in to the neighborhoods they serve and function as "public living rooms" for informal gathering and recreation... P. 11

Historic Queen Anne Boulevard is composed of 14 separate street segments, some with typical street sections, others with more typical "boulevard" sections of varying width and is shown in Figure 4.6. Design and implementation occurred incrementally as has repair and modification over time. The Seattle Parks and Recreation-held portion of the Boulevard is 3.4 miles long. The entire circuit, including the Highland Drive segment which has not been considered "Boulevard" in the past and is not landmarked, is 4.1 miles. The *Queen Anne Plan* considers all segments of this "Crown of Queen Anne" important and refers to the entire length as **Historic Queen Anne Boulevard**.

A growing population, changing demographics, and a new awareness of the role of exercise in health and longevity are fueling a strong use of Seattle's streets for exercise and recreation, as envisioned by the authors of the Cultural Resources Element. The entire circular route has become Queen Anne's "living room." At any time of day and in any weather, people can be seen walking, jogging, bicycling, pushing strollers or walkers on all segments of the Boulevard and enjoying the views it provides. The Crown of Queen Anne has become the "Green Lake Trail" of this **31,000-resident** Queen Anne neighborhood.

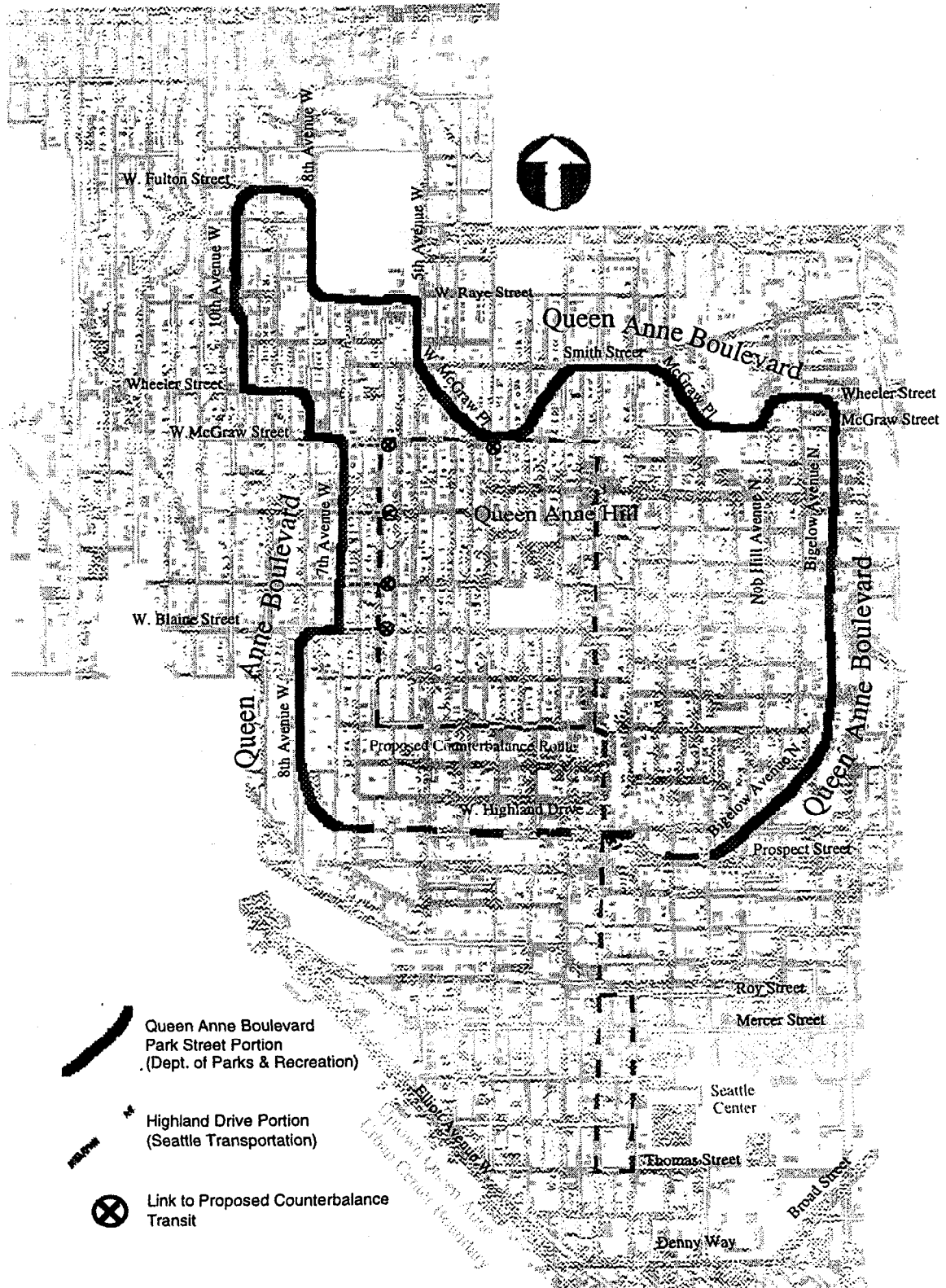
The Crown of Queen Anne is fairing poorly, however, and this is well-known among Queen Anners. The Boulevard's green park edges are poorly maintained, over-used, encroached upon, used for vehicle parking, neglected by its managers, the Seattle Parks and Recreation Department, and provides limited safety for the many pedestrians that use it. The Crown of Queen Anne is Queen Anne's largest park, but it is also Queen Anne's most abused park. The Crown of Queen Anne will require revitalization to ensure its integrity as a park, as a boulevard and a historic landmark, and as a safe recreational and aesthetic amenity.

Objective

To revitalize the historic Queen Anne Boulevard to serve as a vital Queen Anne transportation facility and as Queen Anne's largest urban park. To recognize the importance of the Boulevard to Queen Anne's history, character, and quality of life and to enhance and maintain this amenity into the 21st Century.



Figure 4.6



Crown of Queen Anne

Crown Of Queen Anne Essential Strategies

Upgrade the Historic Queen Anne Boulevard Pedestrian System (QACHS, QAP2, QAP15, QAT69, and QAT70) - To ensure appropriate development and maintenance of the historic Boulevard, provide a comprehensive analysis and improvement program for pedestrian and vehicle facilities. Specific actions will include:

- Conduct a comprehensive, interdisciplinary analysis of the Boulevard and needed improvements;
- Remove encroachments that impede pedestrian use or that “claim” the Boulevard as private property;
- Provide continuous sidewalks on at least one side of the Boulevard;
- Add pedestrian-scale, historic-style lighting in poorly-lit, unsafe segments;
- Create user-friendly crossings at major and commonly-used points to encourage walking;
- Sign the pedestrian trail as well as the historic Boulevard for safety of all users;
- Manage trees consistently and comprehensively for longevity and health as a city legacy;
- Enforce parking regulations to stop residents from parking on the Boulevard landscaped rights-of-way and pedestrian paths;
- Remove paving outside the street section;
- Remove unnecessary paving within the street section (where traffic revisions were once paved over);
- Install Landmarks Board-approved curbing and drainage improvements to reestablish the street edge and ensure that it remains intact; and
- Remove encroaching vegetation or prune back overhanging vegetation.



4.7 GOOD NEIGHBOR SEATTLE CENTER - ENHANCING RELATIONS WITH THE COMMUNITY

Seattle Center has been an important and influential feature of the Queen Anne community since the Century 21 Exposition, Seattle's World Fair, in the early 1960s. The very symbol of the City itself, the Space Needle, is located in Queen Anne and, not surprisingly, this is where Queen Anne's planning process first went to the community to solicit ideas. Seattle Center has been recognized as an important stakeholder throughout the planning process and was specifically referred to in the Queen Anne Vision:

Queen Anne, a varied and exciting community in the heart of the city is embarking on a planning process to achieve a future with:

.... a vibrant Seattle Center, as both a valuable community resource and a premier regional amenity.

As neighbors, the Queen Anne community and Seattle Center have worked together to identify common issues and to seek solutions. Representatives from Seattle Center have been active in the planning process and have helped shape the *Queen Anne Plan*. The Queen Anne Neighborhood Planning Committee recognized that it was essential to work closely with Seattle Center to ensure that the Seattle Center Departmental goals are aligned with the Queen Anne community's goals and that the Queen Anne Plan seeks to find a balance between the needs of the community and the needs of the Center. The Good Neighbor Seattle Center Specific Plan focuses on a series of mobility- and traffic-related strategies which will be included in the update of the *Seattle Center Master Plan* as well as in the *Queen Anne Plan*.

The essential strategies identified in this specific plan seek to promote alternative mobility choices in and around Seattle Center as well as to reduce the Center's traffic and parking impacts on the local community. The focus of these actions will be enhanced communication and guidance for incoming motorists and the provision of alternative transportation modes within and around the Center for visitors.

Objective

To promote more efficient mobility and enhanced access to and around Seattle Center and to reduce potential traffic/parking impacts on the Uptown Queen Anne community.

Good Neighbor Seattle Center Essential Strategies

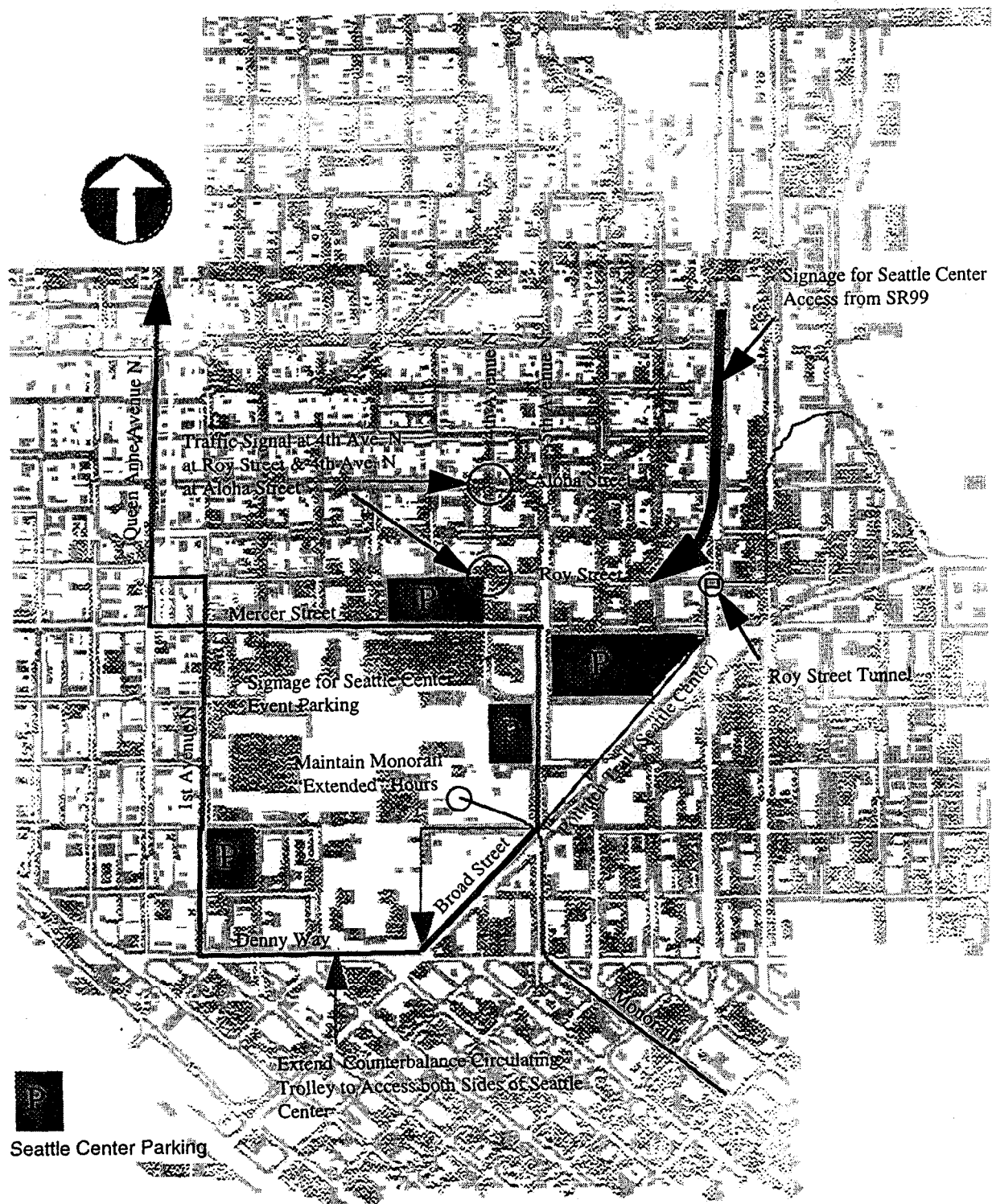
Improved Pedestrian Access in the Mercer Corridor - Roy Street Tunnel (QAP13 and QAT64) - In order to facilitate improved pedestrian access to Seattle Center this strategy will create an improved pedestrian route/facility in conjunction with the proposed "Potlatch Trail" system from Lake Union to Elliott Bay via Seattle Center. Improved access under Aurora Avenue N. will be provided by a proposed pedestrian/bicycle tunnel at Roy Street. This action is consistent with actions proposed by the Queen Anne Bicycle Beltway Specific Plan which promotes bicycle facilities in conjunction with pedestrian facilities. The Roy Street facility will provide safer passage than current sidewalk facilities on Mercer or Broad Streets.

Signage for Seattle Center Event Parking (QAT7) - In order to reduce traffic congestion and on-street parking conflicts with local residents and businesses, signage will be employed by Seattle Center for special events which are anticipated to generate greater parking demand. With improved signage and guidance, visitors to the Center will have less need to drive around the immediate neighborhood looking for parking opportunities.





Figure 4.7



Good Neighbor Seattle Center

Install Traffic Signals at 4th Avenue N. at Roy and Aloha Streets (QAT13 and QAT16) - In order to improve access to Seattle Center from SR99 via Aloha Street and 4th Avenue N., two intersections are proposed for signalization - 4th Avenue N./Roy Street and 4th Avenue N./Aloha Street. These intersections will be signalized in order to enhance this route for Center access and to meet the future operational needs.

Transit Circulator East-West Sides of Seattle Center (QAT33) - In order to provide the maximum integration of community and Center **transportation** options, this action would extend the proposed Counterbalance concept to include circulation through or around Seattle Center so that visitors could access parking facilities around the Center with access to the Counterbalance throughout Queen Anne and to various shopping districts, etc. This extension may be made by extending the proposed Counterbalance trolley system (as illustrated in Figure 4.7) or by implementing a Center-specific shuttle which would integrate schedules and overall "look" with the Counterbalance. The intent of this action is to reduce the need for visitors to drive into Uptown Queen Anne while continuing to offer them convenient access.

Maintain Existing Monorail Extended Hours (QAT41) - In order to provide the maximum benefit from the **existing** public transportation system, the present "extended" hours for the Monorail should be continued. This will help ensure that more people are able to use this existing option rather than driving and parking in Uptown Queen Anne.

Each of these essential strategies will improve mobility in Uptown Queen Anne while helping to reduce traffic and parking-related impacts to the community.

